

DAUMEYA
Japanese Photographers.
All kinds of photographic
work done in latest styles
also Passport Photos.
Developing and Printing for
Amateurs a Speciality.
No. 8, Queen's Road Central
Tel. 254.

The China Mail

ESTABLISHED 1845

OVERLAND CHINA MAIL
PUBLISHED EVERY
WEDNESDAY
Printed and Published by
The China Mail Press, Ltd.
No. 1, Queen's Road Central
HONGKONG.
Cable Address: "The China Mail"
HONGKONG.

No. 18,969

號三月十年七十壹百九千壹英

HONGKONG WEDNESDAY, OCTOBER 3, 1917.

日下大國六國民華中

PRICE, \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS
A. S. WATSON & Co., Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 618.

BUSINESS NOTICES. W. S. BAILEY & CO., LTD.

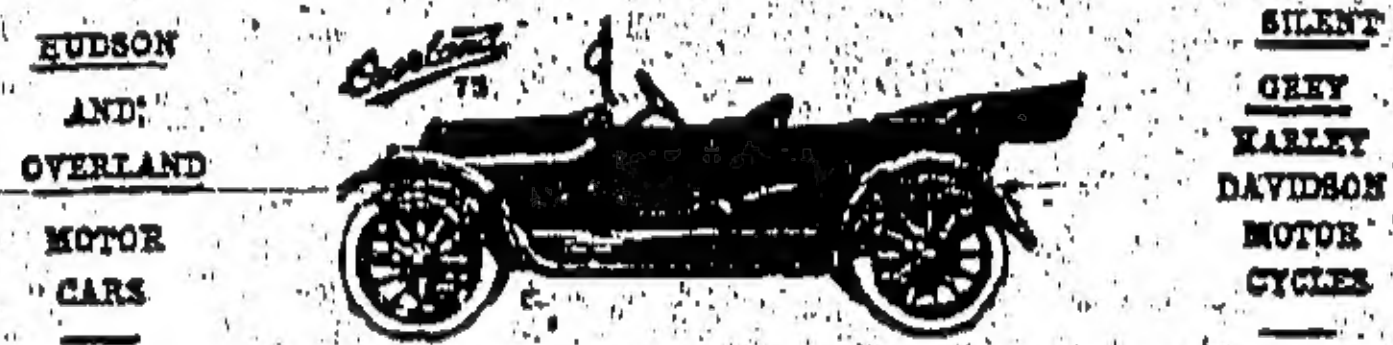
ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies.

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS



TELEPHONE 482.
COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAD	4 STRAND
3" to 15"	5" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 5,000 feet in length

Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1918.

We have just received a fresh consignment of JEFFREY BEER

(BREWED IN SCOTLAND).

SOLE AGENTS.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS

Telephone No. 618.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS. BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

Works Office: 48, CONNOR ROAD CENTRAL, HONGKONG. Telephone No. 438.

Shed Office: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 9.

Estimates furnished on application.

WONG TING WA, Manager.

Hongkong, April 1, 1918.

KING EDWARD HOTEL

Central Location.

At the Entrance, Water, Fire, Electric
Lighting, Lifts, and all the latest
European Bathing and Sanitary Fixings.
Hot and Cold Water System throughout.
Best of Food and Service.

Telephone No. 438.

Telephone No. 438.

Telephone No. 438.

Telephone No. 438.

Telephone No. 438.

Telephone No. 438.

Telephone No. 438.

Telephone No. 438.

Telephone No. 438.

Telephone No. 438.

Telephone No. 438.

Telephone No. 438.

FRENCH LESSONS

G. NOUSSION

15, Morrison Hill Road.

TERMS: FIVE POUNDS

PER ANNUM

IN ADVANCE

ON 15th OCTOBER

1917

1917

1917

1917

1917

1917

1917

1917

1917

1917

BUSINESS NOTICES

TAIKOO DOCKYARD.

BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG LTD.

AGENTS:-
BUTTERFIELD & SWIRE
TELEPHONE NO. 212

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

THE HONGKONG HOTEL AND GRILL ROOM

J. H. TAGGART
MANAGER

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP

Adjoining the Tramway Terminus, 1,400 feet above Sea Level

FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Lido

rooms, Roof Garden

Terms - From \$5 per day Max

Telegraph add: "Peaceful"

P. O. PEUSIPP

Manager

TO THOSE GOING AWAY

Keep in touch with local happenings

by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.

ORDER BEFORE YOU LEAVE, SO THAT YOUR MAIL

SHALL BE DELIVERED TO YOU AT THE FIRST

OPPORTUNITY AFTER YOUR DEPARTURE

FROM HONGKONG.

TERMS: FIVE POUNDS

PER ANNUM

IN ADVANCE

ON 15th OCTOBER

1917

1917

1917

1917

1917

1917

1917

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

THE WESTERN FRONT.

ENEMY MAKES SIX ATTACKS IN
24 HOURS.

ALL END IN COMPLETE
FAILURE.

LONDON, Oct. 2.

Field-Marshal Sir Douglas Haig

reports:—

Yesterday and during the night,

the enemy made five attacks with

fresh troops, between the Ypres-

Menin Road and the north-eastern

corner of Polygon Wood. The

enemy also attacked at Zonnebeke,

but all six ended in complete failure,

with the exception of the loss of the

posts, reported yesterday.

The enemy suffered heavily and

did not gain any advantage.

We repulsed raiders to the south

of Lens.

COSTLY ATTACKS.

Reuter's Correspondent at British

Headquarters states:—

The enemy counter-attacked very

heavily in the neighbourhood of

Tower Hamlets, in the morning, on

the front for which they have

already fought very hard.

A bombardment of great intensity

preceded the attacks, but our reply

was considerably more violent.

A mist hampered the airmen at

the outset but the conditions im-

proved.

The first attack was launched at

6.15, on a wide front, astride the

Menin Road and the first and second

waves were so badly hammered by

our artillery that they did not re-
sist.

The third wave got into contact,

but broke and fell back in the face

of a steady and devastating machine

gun and rifle fire. Simultaneously,

a body of our men, cheering, broke

forward in pursuit and established

themselves 100 yards in advance of

our previous line.

The second attack started at 8.30

and was almost everywhere repulsed.

Our posts were slightly bent back at

one point.

The fighting continues and the

operations have been terribly costly

to the enemy.

GERMAN ATTACK DEFEATED BY THE FRENCH.

LONDON, Oct. 2.

A French communiqué states:—

There was somewhat lively artil-

lery action on the Aisne Front and

on the right bank of the Meuse.

After a violent bombardment, the

Germans attacked between Chaume

Wood and Bezonvaux. A desperate

fight ensued in our advanced

trenches, ending in our favour and

the line being completely restored.

FRENCH AIRCRAFT ACTIVITY.

Our bombing machines also drop-

ped over 2,000 kilograms of ex-

ploded on depots at Roulers and

6,000 kilograms on railway

stations at Massedewilly and Thion-

ville, the aerodrome at Chumley

bivouac at Spincourt and Tilly and

a munition depot at Longvilliers

where a violent explosion was

observed.

We brought down two aeroplanes

yesterday.

LATER.

A French communiqué states:—

There was marked reciprocal artil-

lery activity on the whole Aisne

Front, especially on the sector at

Crommies.

Our artillery dispersed enemy

forces massing in the region to the

north-west of Rheims.

The artillery duel was particularly

intense on the right of the Meuse,

during the night, from Samogneux

to Bezonvaux.

We stopped two attacks in the

Beaumont sector, inflicting appre-

ciable losses on the enemy.

MORE REPRISALS.

Aeroplanes very violently bom-

barded Dunkirk, causing serious

material damage. There were

numerous civilian victims.

As a reprisal, we dropped bombs

on Stuttgart, Trèves, Coblenz and

Frankfurt-on-the-Maine.

THE GERMAN REPORT.

A German official message states:

We captured a portion of Polygon

Wood, 500 metres deep, and with-

stood repeated counter-attacks.

We penetrated to the rear of the

French position near Bezonvaux

and took 100 prisoners.

UNITED STATES WAR COMMUNIQUE.

WASHINGTON, Oct. 2.

The War Department's second official

communiqué has been issued.

Commenting on the immense strategic

importance of the British thrust at the

Menin Road and the little German

counter-attacks, the communiqué says:—

"The superiority of the British over the

enemy has been conclusively proved

during the engagements of the past

week and it furthermore shows that the

fighting formations of the Germans are

decimated—not that the enemy should

display great skill and courage after

minimising his repeated setbacks."

"The communiqué states that it has

been found that the outstanding record

of the fighting on the French front is the

enormous volume of the German

manpower."

Mr. Charles Gurnea, of the War

Department, said: "The communiqué

shows that the German offensive has

been completely defeated."

"The communiqué also states that

the German offensive has been com-

pletely defeated."

"The communiqué also states that

the German offensive has been com-

pletely defeated."

"The communiqué also states that

the German offensive has been com-

pletely defeated."

"The communiqué also states that

the German offensive has been com-

pletely defeated."

"The communiqué also states that

the German offensive has been com-

TELEGRAMS.

(Continued from Page 1.)

THE WESTERN FRONT.

FEATS OF BRITISH AIRMEN.

LONDON, Oct. 2. Reuter's Correspondent at Headquarters, referring to the feats of the British airmen, tells how the famous German airman, Voss, was killed.

Two British aeroplanes saw Voss's triplane and another aeroplane engaged a British machine and hastened to the assistance of the latter. One British machine was piloted by a crack airman and the combat resolved itself into a duel between him and Voss. For a while they made a running fight, maintaining a stream of bullets from their machine-guns and manœuvring for position, so that the wings of the aeroplanes were frequently within a few feet of each other. When the Englishman had replaced his ammunition drum for a third time, he succeeded in getting above Voss, who shut off his engine and dived to the earth.

The Englishman followed and got a good burst of fire right upon Voss, whose machine glided down until it bumped the ground and it was evident that Voss had been killed in his seat.

An airman, who crossed the enemy line at Zonnebeke, had an exciting experience. He dived from 2,000 feet with machine-gunned and scattered a party of Hunns and bombed a munition dump. He was attacked by superior forces and dived through the burrows into the British lines. His aeroplane was crippled and he was wounded in the leg and two stretcher bearers were carrying him in when a shell killed one and wounded the other. The aviator rose to assist one of the wounded men, when a second shell again wounded him, whereupon the airman limped to cover.

Four British machines attacked nine German machines and drove down five, one of them on fire. All our machines returned safely.

BOMBING ST. DENIS WESTERN.

LONDON, Oct. 2. The Admiralty announces that naval air-craft, on Sunday, bombed hangars at St. Denis Western aerodrome, igniting one. The fire was visible 30 miles distant.

They also bombed Zeebrugge lock gates.

Another raid on St. Denis Western, at noon on Monday, took place, when several direct hits were observed and also two shells were set on fire.

The shed hit on Sunday appears to have been completely gutted.

During the air raid on St. Denis Western, a bomb made a big hole in the railway line. A troop train was bombed and derailed and there were a number of casualties.

FIFTEEN GERMAN AEROPLANES DESTROYED.

AMSTERDAM, Oct. 2. It is reported that fifteen German aeroplanes were destroyed in the Allied air raid on St. Denis Western aerodrome, on September 30.

CASUALTIES IN THE LATEST AIR RAID.

LONDON, Oct. 1. The Press Bureau announces that last night's air raid resulted in ten people being killed and 38 injured. It is officially stated that all our pilots have landed safely, during the last eight days' raids.

GERMAN REPORT.

A German official message states: Our aviators, last night, again attacked London, Sheerness, Ramsgate and Dover.

BRITISH AIRCRAFT ACTIVITY.

LONDON, Oct. 2. Field-Marshal Sir Douglas Haig reports:

We twice attacked Gontrode aerodrome, on Monday, and several tons of bombs burst on the sheds. We also bombed Cambrin aerodrome, near Cambrai, and twice attacked a German long range gun.

We brought down five machines and drove down three. Two of ours are missing.

Our aeroplanes, during September, dropped 1,155 tons of bombs.

MESOPOTAMIA VICTORY.

THE CAPTURES.

PARIS, Oct. 2. The British have taken 13,000 Turkish prisoners in Mesopotamia.

An official despatch from Mesopotamia states that, owing to the extent of the fighting area at Ramadie, it is at present impossible to give the complete total of the captures, which include thirteen guns, twelve machine-guns, and 600 wounded and 3,200 unwounded prisoners, of whom 200 are officers. We have buried 200 Turks.

FRENCH COMMENT ON THE VICTORY.

PARIS, Oct. 2. The newspapers give prominence to the Mesopotamia victory and point out that it has upset the Germano-Turkish preparations for an attempt to recapture Bagdad.

GENERAL BOTHA ON THE WAR.

"FIGHT TO A FINISH."

PRETORIA, Oct. 2. At the opening of the South African Party Congress, the Chairman, Mr. van Heerden, Minister of Agriculture, dealing with the subject of industries, congratulated the country on its great progress and its unprecendented prosperity, notwithstanding the war.

General Botha, in the course of an address, emphasised the fact that the war had been forced upon the Allies and that the only thing to do now was to fight to a finish. An inconclusive peace, he said, would only mean another and perhaps a greater war in the future which would constitute a serious menace to Africa. "Let this peace," General Botha added, "be one which will be beneficial to the whole world and enable every country to shape its own future on a sound basis."

Referring to the republican propaganda, General Botha pointed out that the people of South Africa lived under a constitution which granted every kind of liberty. "It now seemed," he said, "as though the Nationalists wished to break down the constitution which they themselves had helped to draft. The Nationalists, he asserted, were not in earnest but only wished to gain a few votes. General Botha said he was second to none in love for the republican system, but he warned the propagandists that they were playing with fire. In conclusion, General Botha denied the rumours of coalition with the Unionists, maintaining that it would be dangerous to "swap horses in the middle of a fast running stream," and dangerous to go in for new ventures when the main object should be to see the war brought to a successful conclusion.

The Congress debated the question of a reunion with the Nationalists, and finally passed a resolution affirming the preparedness of Congress to bring about a better understanding on a basis, firstly, of the maintenance of the Union Constitution, secondly, of carrying out the obligations in connection with the Union, and thirdly, of the maintenance of the South African Party principles.

Both the mover and the seconder emphasised that they could have nothing to do with the Nationalist republican propaganda, which would be fatal to any possibility of reunion.

Subsequently, the discussion disclosed a clear and emphatic repudiation of the republican propaganda and amended the motion unanimously endorsing the "Hon. J. X. Merriman" (the Premier of Cape Colony) anti-republican resolution, which was accepted during last session of Parliament.

The Congress passed resolutions thanking General Smuts for his services and hoping for his safe return and also a resolution in favour of providing land settlement for returned soldiers was unanimously passed.

The Cape branch of the South African Party has presented General Botha with an eulogistic address, emphasising the support of a large majority of people in the Cape province.

ENEMY GOODS IN OCCUPIED TERRITORY.

LONDON, Oct. 2. Reuter is informed that an Inter-Allied Conference to deal with the treatment of enemy goods in occupied territory is to meet in Paris.

EXPORTS TO SCANDINAVIA AND NETHERLANDS PROHIBITED.

LONDON, Oct. 2. An amendment in the Gas Bill prohibits the export of all articles to Scandinavia and the Netherlands, except mail matter.

POPE ISSUES ANOTHER NOTE.

SIGNIFICANT STATEMENT.

ROME, Oct. 2.

The *Giornale Italia* states that the Pope has issued a Note to the Entente Powers intimating that he has reason to believe that the Central Powers' replies to his Peace Note may be regarded as an intimation of Germany's readiness to evacuate Belgium and northern France.

The Pope asks whether he shall request Germany to state its precise conditions.

EAST AFRICA.

A GERMAN DETACHMENT SURRENDERS.

LONDON, Oct. 2.

An official message from East Africa states:—

We are steadily progressing, to the south-west of Lindi, and have repulsed strong counter-attacks.

A German detachment, consisting of fifteen Europeans, 180 native troops and several hundred carriers, surrendered, south-east of Kionduu Irangi.

RUSSIANS ADVANCE A MILE.

LONDON, Oct. 2.

A Russian official message states:— We advanced a mile, in the Riga region, on the Kronenberg-Spilai-Grundhul sector.

TROUBLE FOR THE RUSSIAN GOVERNMENT IN TASHKENT.

PETROGRAD, Oct. 2.

Agitators at Tashkent, supported by two regiments, declared their independence and rejected the ultimatum of the Government which has sent troops to suppress the disorders. "The Muslims and military Cadets of Tashkent are opposing the rebels. The Cadets have occupied the fortress."

SWEDISH CABINET RESIGNS.

STOCKHOLM, Oct. 2.

The cabinet has resigned. The King has requested the Ministers to remain at their posts, for the present.

AN AMERICAN "FOOD CONSERVATION WEEK."

WASHINGTON, Oct. 2.

Mr. Hoover appeals to the country to observe a huge food conservation week, from October 21 to 28, emphasising the demands made upon the United States and declaring that the Allies are America's first line of defence and they must be fed and also that food would win the war.

The movement includes a household canvass of 22,000,000 families.

AMERICA'S SECOND LIBERTY LOAN.

NEW YORK, Oct. 2.

The Second Liberty Loan has started auspiciously, with two subscriptions of \$10,000,000 each, from the New York Life Insurance Company, and Messrs. Kuhn, Loeb and Company.

AMERICAN LOANS TO GREAT BRITAIN.

WASHINGTON, Oct. 2.

A further credit of \$50,000,000 will be extended to Great Britain. The total loans so far, amount to \$1,240,000,000.

WAR TAXATION IN THE UNITED STATES.

WASHINGTON, Oct. 2.

The War Tax Bill, for raising 2,575,000,000 by taxes, has been adopted by the House of Representatives, without a roll call.

The Senate is expected to adopt the Bill to-morrow.

EXPLOSION IN A BRITISH MUNITIONS FACTORY.

LONDON, Oct. 2.

The Press Bureau announces that there has been a serious fire following an explosion, in a munitions factory in the north of England.

Much damage was done to the factory, but no deaths have yet been reported. A number of workmen were injured.

GERMAN AEROPLANES FOR THE DUTCH ARMY.

AMSTERDAM, Oct. 2.

The *Haarlemsche Courant* states that Germany is supplying twelve aeroplanes to the Dutch Army.

EARLIER TELEGRAMS.

BRITISH FRONT.

POWERFUL ARMY ATTACKS REPULSED.

OUR PRISONERS FOR SEPTEMBER.

LONDON, Oct. 2.

Field-Marshal Sir Douglas Haig reports:—

The enemy launched a powerful attack on a mile front northward of the Tyne-Menin road and eastward of the Polygon Wood. The infantry, advancing in three waves, were driven back in disorder, suffering heavy casualties. We followed up, capturing a few prisoners.

The enemy strongly renewed his attack during the next three hours, and after heavy fighting, he was repulsed everywhere, except opposite the south-east corner of Polygon Wood, where he occupied two advanced posts.

During September we captured 5,298 prisoners, including 148 officers, eleven guns, including three heavy guns, 37 trench-mortars, and 317 machine-guns. The visibility has improved, and on Sunday much artillery photographic work was done.

Bombing continued without respite throughout the day and night. Eleven tons of bombs were dropped on the aerodrome at Gontrode, billets and communications in the battle area, a dump and the Headquarters near Cambrai. The enemy carried out many bombing raids at night-time, but little damage of military importance was done.

A photograph of the results of the bombing of the Gontrode aerodrome shows that a shed was hit, and also that out of three large machines which had landed in a field three miles south of the aerodrome two are clearly shown as damaged and a large shed accommodation "Gothas" was reported to be on fire last night.

Four German machines were brought down and eight were driven down. Five of our machines are missing.

THE LATEST AIR RAID.

ENEMY COME FOUR GROUPS.

An official report states:— A group of aeroplanes crossed the Essex coast at seven o'clock making for London. They were followed after a quarter of an hour by a second group.

The first attack on London was made from the North-East, at 7.45. The majority of the raiders were armed with bombs, but one or more penetrated the defences and bombed the South-Western district.

At 8.15 the second group attempted to cross the defences North-east and north of London, but they were unsuccessful until shortly after nine o'clock when a few passed over London. Bombs were again dropped in the south-western district.

A third group of raiders crossed the Kentish coast, but they did not penetrate far westward. They however, dropped bombs at various places.

A fourth group crossed the Essex coast and approached London shortly before ten o'clock. They did not penetrate beyond the north-eastern outskirts, where bombs were dropped.

Reports of casualties and damage have not yet been received.

It is unofficially estimated that ten bombs were dropped in the London district last night.

Several of the bombs fell on waste ground, and one near a hospital, breaking windows.

The raiders could be plainly heard, and some people claim to have seen them. There was sudden cheering at many points in North and South London owing to the impression that some of the raiders were brought down after.

LONDON, Oct. 2nd.

London experienced a sixth aerial raid last night.

Firing stopped shortly after ten o'clock. Generally, the bombardment was not so continuous as that of Saturday, and Sunday. Still the firing was more frequent, but when the barrage started it seemed heavier.

The whole sky was alight with shrapnel bursts and star shells, while shrapnel fragments whistled overhead. The first reports from the coast state that the bombs dropped mostly in open fields.

THE SECOND U.S. LIBERTY LOAN.

A GREAT CAMPAIGN.

WASHINGTON, Oct. 2.

A great campaign in connection with the Second Liberty Loan began at noon. The Campaign will last a month and it is planned to raise three billion dollars, while the Treasury expects that over subscriptions will swell the Loan to five billion dollars, the largest amount the American people have ever been asked to absorb.

Mr. McAdoo will tour the country delivering speeches at the existing clubs, commercial organisations, schools and societies.

The campaign was ushered in at many cities by the ringing of bells and the whistling of factories.

GENERAL MAUPH'S SUCCESS.

ROYAL CONGRATULATIONS.

LONDON, Oct. 2.

His Majesty the King has despatched the following message to General Mauph:— "I send my best congratulations to you and all the troops concerned in the capture of the Turkish town of Ramadie. I fully appreciate the gallantry and courage which you and your men have shown, and I am sure that your success will be a great help to the Allied forces in the East."

PIRATE BRIDGE.

Card players will be interested to know that the game of "Pirate Bridge" is a claimant to popular favour from America. Mr. R. F. Foster, of Auctioneers, is mainly responsible for framing the rules and "straightening out" the game generally.

This latter-day "Pirate Bridge" may be appropriately termed "Pirates of the Cards" and "Pirates of the Cards" is a game which is played by four players, each with a hand of five cards. The game is played by four players, each with a hand of five cards. The game is played by four players, each with a hand of five cards.

Certainly, "Pirate Bridge" should present few difficulties to Auctioneers, as the suit values are the same as in that game. The difference lies in the methods of scoring and bidding. Only the player whose left hand is with the final bid and who plays the two hands, having Y as dummy, is allowed to score. His partner (dummy) merely adds the value of the tricks and honours to his honour score.

HOW TO SCORE.

For example, Y calls "one spade" and is accepted, but after some further bidding A is finally left in with four spades with Y as his acceptor. A would play the two hands, having Y as dummy. As to the scoring of this hand, A, the declarer, winning five by tricks, scores 45 below the line, winning the game, and 35 above the line, and dummy holds five four honours between them. A has also a bonus of 50 points for winning the game. Y, on his side, scores the full 131 points (45 plus 35 plus 50), but they are added to his honour score. A game is still 30 up as at Auction, and the rubber is won by the player who wins the first two games, the winner of which is entitled to an additional bonus of 50 points.

Dummy, by the way, never changes his seat, while the original leader is the player to the left of the declarer unless that individual happens to be dummy, when the player on dummy's left leads off.

The score has to be kept in four separate columns, and it is best to convert each total to the nearest hundred before reducing it to units. Thus, taking the above as an example, the declarer's score of 45 plus 35 plus 50, becomes 130, the former's aggregate would become two and the latter's six, the difference the pair being four in Green's favour. The other two players would also come into the count, and each player would pay or receive from the other three.

THE BIDDING. To the dealer falls the privilege of starting the bidding or of passing. Directly a bid is made each player to the left must in turn accept or pass. No further bidding is allowed until the bidder has found an acceptor or his declaration has been passed by the others. If the first bid is not accepted it becomes void, the right of declaring to the player on the left of the bidder.

No player whose bid has not been accepted can bid again until another player's bid has been accepted, but he may be the acceptor of another bid, or he may be the acceptor of another bid, or he may be the acceptor of another bid.

Once a declaration is accepted, the bidding is reopened and any player to the left of the acceptor, including the bidder who has just been accepted, can bid again until another player's bid has been accepted, but he may be the acceptor of another bid, or he may be the acceptor of another bid, or he may be the acceptor of another bid.

Once a declaration is accepted, the bidding is reopened and any player to the left of the acceptor, including the bidder who has just been accepted, can bid again until another player's bid has been accepted, but he may be the acceptor of another bid, or he may be the acceptor of another bid, or he may be the acceptor of another bid.

The acceptor alone cannot over-call his own acceptance until an accepted bid or double intervenes. A higher bid finding no acceptance is void, and the bidder returns to the left. Acceptances, the player sitting to the left of the one whose bid has not been accepted, having the right to bid, in the event of no higher bid being made or accepted, the last acceptance always becomes the winning declaration. A double, if it added, requires a bidding while a redouble closes it. The subject of penalties, some new some old, may be given a miss.

DR. MAX KINDLER.

A TRIBUTE TO BRITISH HUMANITY.

Dr. Max Kindler, recently acquitted at the Mixed Court, Shanghai, on a charge of conspiracy, has asked the *N.C. Daily News* to make a statement in the paper on his behalf, expressing his sincere admiration for and thanks to the British authorities for the manner in which he has been treated both in Tientsin and Shanghai.

When the warrant for his arrest reached Tientsin, Dr. Kindler was lying ill at a hotel. He was visited there by Inspector Almond, who said at once that as Dr. Kindler was ill he had no wish to disturb him and, if he would give his word not to attempt to escape, he might remain in the hotel until he was better. Dr. Kindler did so and after a few days left the hotel for the police station, where, he emphasises, he was most kindly treated, made as comfortable as circumstances permitted, and allowed to have whatever was necessary for him.

When he reached Shanghai, he was taken to the Hotel de Ville, where he was cared for by Chief Detective Inspector Armstrong, and Det. Sgt. Prince, who, took his temperature, gave him medicine, and did what they could to make him comfortable. The worst part of his daily routine, he says, many times during the night and gave him a good sleep.

Dr. Kindler asks whether any German or American doctor could have treated him so well. He says that he has never known a more humane and more considerate treatment than that which he has received from the British authorities.

Dr. Kindler says that he has never known a more humane and more considerate treatment than that which he has received from the British authorities. He says that he has never known a more humane and more considerate treatment than that which he has received from the British authorities.

AWAY IN THE LEAD AND STILL GAINING.

BORATED LAVENDER BATH AMMONIA.

EXPRESSLY PREPARED FOR TOILET USE.

ANTISEPTIC.

DELICATELY PERFUMED WITH THE SWEET ODOUR OF MITSUMATA.

LAVENDER BATH AMMONIA.

The addition of antiseptics MEMOV'S SKIN IMPURITIES.

and from the tetter from the distressing skin troubles so prevalent in tropical climates.

50 cents and \$1.00 per bottle.

Queen's Dispensary

Tel. 492. 31, Queen's Road Central.

"OUR DAY" + "OUR DAY"

18TH OCTOBER.

DRAWING OF WAR BONDS

LANE, CRAWFORD & CO.

WILL PRESENT FREE

ONE TICKET

FOR EVERY \$20 WORTH OF GOODS PURCHASED

IN THEIR STORE (SHIPCHANDLERY DEPARTMENT EXCEPTED).

FOR CASH ONLY

From September 26th to October 16th

LANE, CRAWFORD & CO.

THE ONLY ENCLAVE

ENGLAND TALKS

IN THE COLONY.

Diss Bros.

No. 1, WINDHAM ST.

Opposite Bank

RENEWAL 1918

OTHERS LOOK THE SAME

"MALTHOID"

IS THE SAME

EVERYDAY! EVERYWHERE!

A Mineral Roofing Last by our expert

Guaranteed right

Free particulars from

Agents, BRADLEY & Co., Ltd.

HONGKONG.

THE IMPROVEMENT OF WORKSHOP LIFE.

Mr. J. H. Glynne, M.P., delivered an address on workshop organization at the Extension meeting at Oxford on Monday.

He said that, owing to the development of the workshop, the place of private industry in the relations between employer and employed had altered enormously, and there was now a responsibility on the employer to provide for the welfare of his workmen. He said that there was now a responsibility on the employer to provide for the welfare of his workmen.

During the last two or three years, he said, that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the workshop.

He said that there had been a great deal of talk about the workshop, but he said that there had been a great deal of talk about the

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON and BOMBAY, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

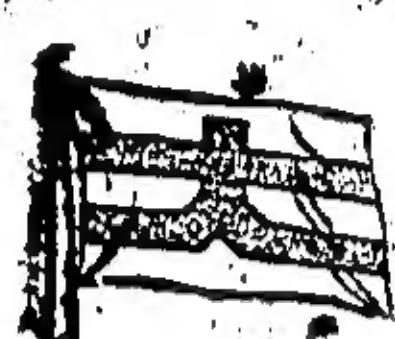
SHANGHAI, MOJI and KOBE.

LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID and MARSEILLES.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

LONDON and BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, Etc., apply to—
P. & O. S. N. Co.'s Office, Superintendents.

O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

North American Line.

For VICTORIA, SEATTLE and TACOMA, via

SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE and YOKOHAMA.

RANS PACIFIC, Thursday, 11th Oct. at Noon.

"CANADA MARU", Saturday, 17th Oct. at 3 p.m.

"PANAMA MARU", Saturday, 17th Oct. at 3 p.m.

FORMOSAN LINE.

For Tamsui, Keelung, Anping and Takao, via

Swatow and Amoy.

"JOSHIN MARU", Thursday, 4th Oct. at 9 a.m.

"KAIJO MARU", Sunday, 7th Oct. at Noon.

"SOSHU MARU", Thursday, 11th Oct. at 10 a.m.

Calling at Tamsui, Keelung via Swatow and Amoy.

Omitting Tamsui and Keelung.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf Telephone No. 78 will be fixed.

SOUTH AMERICAN LINE.—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE.—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE.—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Ceylon. At present this line's steamers take cargo only.

JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS

APPLY AT THE OFFICE.

M. HIGUCHI, Manager.

No. 1, Queen's Building.

"NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND")

ROTTERDAM LLOYD ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "ROTTERDAM LLOYD")

Joint Service between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU.

Tons

"OFFER", 5,000, 12th October.

"PRINCE JULIANA", 14,000, 24th October.

"WILHELM", 8,000, 7th November.

"NIMMERLAND", 10,000, 21st November.

"GOEDTER", 10,000, 5th December.

"KINDJANI", 8,000, 19th December.

"YONDEL", 8,000, 2nd January.

"ORANJE", 10,000, 16th January.

"GROENING", 10,000, 30th January.

"KONINGIN DER NEDERLANDEN", 15,000, 13th February.

These superior passenger steamers have accommodation for first and second class passengers.

For further particulars please apply to

JAVA-CHINA-JAPAN L.L.N., AGENTS.

HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via

PORTS and SUEZ and PANAMA CANALS.

With liberty to call at the Malacca Coast.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipment at CAPE TOWN, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE

Sailings from Hongkong

Steamer from Hongkong On or about Connecting at Calcutta with On or about

A steamer Shortly

For freight and further particulars apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,

Batavia, Samarang and Sourabaya.

Sails on 10th Oct.

For Freight & further particulars apply to

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI & SHANGHAI	SHANTUNG	Oct. 4, at Noon.
SWATOW & SINGAPORE	TAKING	Oct. 4, at 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	HONGKOW	Oct. 4, at Noon.
SHANGHAI	YINGKOW	Oct. 7, Daylight.
SHANGHAI	CHENAI	Oct. 9, at 4 p.m.
SHANGHAI	SHIKANG	Oct. 11, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation Amidsides; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidsides; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
-----	----------	---------

MANILA.....TUENSANG.....SATURDAY, Oct. 6, at 3 p.m.

HAIPHONG.....TAKSANG.....SUNDAY, Oct. 7, at 7 a.m.

MANILA.....LOONGSANG.....SATURDAY, Oct. 13, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling

at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently

calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with

electric light and carry a fully qualified Surgeon. This line is temporarily

disorganized owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton

and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation,

and through tickets can be obtained for Northern and Yangtze Ports via

Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo

calling at Haiphong when convenient.

BORNIO LINE.—One sailing per month between Hongkong and Sandakan by

a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan

Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to October between

Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers,

leaving the Colony for Straits Settlement, are required to produce on arrival at

destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Tel. No. 315.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above steamer have excellent saloon accommodation for passengers and

are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

AGENTS.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

The latest discovery of modern times, is without equal in all cases of defective nerve and brain power,

whether induced by worry, overwork, dissipation, or other causes. Symptoms: palpitation,

defective circulation, nervous dyspepsia, loss of energy, loss of sleep, mental and bodily prostration,

want of confidence, general debility, premature decay of vigour, etc. Many forms of chronic

nervous diseases, restlessness that can settle to nothing, irritability of temper, female complaints,

hysteria, headache, hearing down, dizziness, wasting diseases, consumption, night sweats, miliary

eruptions, water, etc., are all as many different phases of brain and nerve weakness and

exhaustion. The cause of all is the greater portion of the system, the brain and nervous system, or

which we are controlled on every hand, and can only be successfully treated by the use of this

wonderful and highly scientific preparation. "Feeding up the system generally," it gives tone to the

exhausted system, breaks all weakening, wasting, discharges, restores the fading energies, and

imparts new life and vigour to those who have recently succumbed to the ravages of disease.

VETARZO Blood Medicine. See next insertion for full particulars. Send stamped address and

name for Free Booklet, or P.O. 2/6 for Trial Bottle of either remedy. 25 THE VETARZO

REMEDIES CO., 100, QUEEN ST., LONDON. Unreliable vendors may try to sell you something

else for extra profit—do not accept it, but insist on having VETARZO. The genuine has words

"VETARZO REMEDIES" on Government Stamp. SOLD BY BOOTHS, GLEN CHEMISTS.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

JOHN OAKLEY & SONS, LONDON.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOI & FOOCHEW AND RETURN.

(Occupying 2 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

HAIPHONG.....Capt. J. W. Evans.....FRIDAY, 5th Oct. at 12 Noon.

HAITAN.....Capt. A. E. Hodgins.....TUESDAY, 8th Oct. at 12 Noon.

SWATOW

Arrivals and Departures from the Company Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
----------	------	----------------

KOREA MARU.....19,000.....5th October.

SIBERIA MARU.....15,000.....15th October.

TENYO MARU.....22,000.....26th October.

SHINYO MARU.....11,000.....10th November.

SHINYO MARU.....22,000.....23rd November.

PERSEA MARU.....9,000.....7th December.

† Omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA,

CALLAO, ARICA and IQUIQUE.

Thence by Trans Andean Route to Buenos Aires.

Steamers	Tons
----------	------

KIYO MARU.....17,200.....

SEIYO MARU.....14,000.....

ANYO MARU.....18,500.....

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports or call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, AGENT.

KING'S BUILDING.

Telephone Nos. 2374 and 2375.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT

TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATE
-------------	----------	--------------	--------------

VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA

CHI & YOKOHAMA.....SINABA MARU.....MONDAY, 8th

Capt. Higo, Tons 12,500, Oct. at Noon.

YOKOHAMA MARU.....SATURDAY, 20th

Capt. Terada, Tons 12,500, Oct. at Noon.

NAGASAKI & KOBE.....SAKI MARU.....SATURDAY, 20th

Capt. Yoshikawa, Tons 12,500, Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.....KAGA MARU.....MONDAY, 22nd

Capt. Komatsu, Tons 12,500, Oct. at 11 a.m.

KATORI MARU.....WEDNESDAY, 24th

Capt. Kon, Tons 9,000, Oct. at 11 a.m.

KASHIMA MARU.....WEDNESDAY, 14th

Capt. Tozawa, Tons 21,000, Nov. at 11 a.m.

BOMBAY MARU.....THURSDAY, 4th

Capt. Kawai, Tons 5,000, Oct. at Noon.

SHANGHAI & KOBE.....

Kobe & YOKOHAMA.....

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA

BAY, CAPE TOWN and MADAGASCAR

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

CALCUTTA via SINGAPORE, PENANG & RANGOON

BOMBAY via SINGAPORE, MALACCA and COLOMBO

† Wireless Telegraphy

FOR DATES OF DEPARTURE

APPLY AT THE COMPANY'S

OFFICE

EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY)

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON

For dates of departure and further information apply to—

NIPPON YUSEN KAISHA

3 MORE Managers.

Telephone Nos. 2374 and 2375.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS and SHANGHAI.

THE Steamship

"SIBERIA MARU"

The above named steamer having arrived, Consignees of Goods are hereby notified to send in their Bills of Lading for presentation, and to take immediate delivery from alongside.

Cargo remaining undelivered on WEDNESDAY, 3rd October at 3 p.m. will be landed at Godown 10, and all consignees and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all Cargo remaining undelivered on SUNDAY, 7th October, at 3 p.m.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Godown or Godowns.

All chafed and damaged Cargo will be landed into the Company's Godown, where they will be assessed on 10th October at 10 a.m.

No Claims will be recognized if filed after the 21st October, 1917.

T. DAIGO, Agent.

Hongkong, Oct. 1, 1917.

2156

NOTICE TO CONSIGNEES.

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due Marseilles	Due London
Colombo	Nov. 10	Colombo	Nov. 17	Nov. 17

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved, in Hongkong at the time of Booking.

On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S. S. Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transit)
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Leave Straits	Due Marseilles	Due London
about	about	about	about	about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be suspended or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Rates, Freight, Handbooks, Dates of Sailings etc., apply to

E. V. D. PARR,

Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S. S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

FRIDAY, NOVEMBER 16th - MONDAY, JANUARY 28th.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent.

Princes Building, Ice House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

OVER 15,000,000 TONS

STILL AFLOAT.

PRODIGIOUS WORK OF BRITISH MARINE.

TRADE SACRIFICED TO WAR.

After three years of war, and in spite of the piracy of German U-boats, whether intentional or otherwise, the United Kingdom still possesses over 15 million tons of ocean-going shipping.

That, says the *Daily Chronicle*, is the saddest fact of an examination of the figures dealing with the mercantile marine and the multifarious duties in which it is engaged. They come from a source which may be regarded as wholly reliable.

Before the war the ocean-going vessels on the United Kingdom register, represented between 17 and 18 million tons, but of these about 2,400,000 tons were engaged abroad. Fifty per cent of these ships have been brought home to supply our urgent needs. As regards home service, the position may be put thus:

July 1914. July 1917.
Tons. Tons.
On import trade... 12,000,000 7,000,000
On war service... nil 6,000,000

Total... 12,000,000 13,000,000

A further million tons of the total is being used on war service on the "out-journeys," but is available for imports.

Some of the speediest and most efficient vessels are auxiliary cruisers; others are floating hospitals. Many are transports. At whole fleet is engaged in taking coal and oil and supplies to the Navy; a very substantial number is assigned to the Allies for the carriage of munitions and essential foodstuffs, and there is the constant carriage of supplies to our armies at the various fronts.

ALL SHIPS REQUESTED.

With the exception of a few vessels engaged in distant waters on work which is vital to British Colonies, and of vessels chartered to France and Italy, the British Government has requisitioned about 97 per cent of the ocean-going tonnage on the register. All British liners have been requisitioned, and in both cases the owners receive hire at Government rates, and the profits derived from private freight go to the Government and not to the shipowner. Moreover, the coastal traffic of the Kingdom is being subjected to a searching review for the purpose of withdrawing vessels which can be utilised for ocean-going work, and of bringing about a limitation of rates wherever possible.

One of the results of these measures is that at present the current market value of neutral ships is double that of British ships.

The effect of the derangement of shipping on last year's trade compared with pre-war conditions may be thus summarised:

Before the war we were importing at the rate of about 50,000,000 tons a year. In 1916 our imports fell to about 40,000,000 tons, and in the present year it will be considerably less. Of the 50,000,000 tons foodstuffs were rather less than a quarter. The rest was practically all employed or consumed in promoting the industries and commerce of peace. In 1916, however, two-thirds of all our supplies from overseas consisted of foodstuffs, munitions of war, and the material for the manufacture of munitions, leaving only one-third of a greatly reduced total for productive industries.

AN EXAMINATION of the value of our imports yields equally significant results:

In 1913 our total imports were valued at 750 millions sterling, of which about 50 millions came from the countries with which we are now at war. In 1916 our imports were valued at 940 millions sterling. The great rise in prices accounts for a large part of the phenomenon of an increase in value with a decline in bulk, but on the best estimate that can be made it would appear that if in 1916 we had imported the 43 million tons of goods which we obtained from the same

countries, and in the same proportion as we imported before the war, they would have cost us rather less than 600 million pounds. We paid, therefore, in the year 1916 150 million pounds more than our imports would have cost us if we had continued to buy the same class of commodities and from the same sources as before the war.

We have therefore not only sacrificed, ruthlessly, the needs of industry and commerce; we have in addition paid a far higher price for the unproductive material of war which circumstances have compelled us to substitute.

TREATMENT OF DISABLED SOLDIERS.

BRITISH AND FRENCH METHODS.

The Ministry of Pensions in London last month issued the report of Lieut.enant, Colonel Sir A. Griffith Boscawen, M.P., on the Inter-Allied Conference for the Study of Professional Education and other questions of interest to soldiers and sailors disabled by the war. The Conference was held at Paris from May 2/1917. The Conference met in sections, and concluded with a sitting of the full body, at which 103 resolutions were carried. The majority of these, however, says Sir Arthur, appear to be applicable to France and Belgium, and only comparatively few to conditions in Great Britain.

So far as our hospital services and methods are concerned he came to the conclusion that we had not much to learn. In one important respect the practice in France and among Belgians differs from our own. No man is discharged from the army until his cure is complete, so far as this is possible. This question, goes on Sir Arthur, has been discussed frequently with the War Office, who have stated that they are unable to retain disabled men for a longer time than they do at present. Sir Arthur points out that the French and Belgian military authorities accept a larger responsibility for the disabled, and at all events profess to retain them until they require no further treatment either as in-patients or out-patients.

The greatest interest is taken in the question of training, he says, and not only are workshops attached to all the French and Belgian hospitals, but also there are large establishments specially set up for re-education. Training is compulsory in all French, Belgian, and Italian hospitals, the doctor having the principal voice in deciding what trade the man is to learn, and being guided, naturally by considerations of the comparative quality of various forms of manual training in each case. The man himself appears to have little voice in deciding his future. Training is not compulsory in this country, even in orthopaedic and limbless hospitals which have workshops attached. Those who have experience of these hospitals, says Sir Arthur, state that better results are obtained by allowing the training to be voluntary and by appealing to the good sense of the men.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation insurance for disabled soldiers, since they are more likely to meet with accidents than fit men. By a recent French law an employer does not pay a higher rate for disabled man, the difference coming out of a fund created by a special tax on all employers. This, Sir Arthur says, appears to be an admirable arrangement, facilitating the employment of wounded soldiers, which is worthy of consideration here. With regard to the scale of pensions, we are far ahead of any of our Allies, especially since the issue of the new warrant. A class 1 pension in France, which corresponds to our highest degree, amounts to 16.75 francs only a week for a private; as compared with 27s. 6d. here. Again, in France pensions are not paid weekly but quarterly in arrears, an arrangement which leads to much hardship at the commencing period.

Dealing with employment, Sir Arthur Griffith Boscawen says that the French have many of the same difficulties we have, but do not possess our admirable organization of local committees. Attention is called to the possibility of insurance companies charging higher rates of workmen's compensation

HONGKONG DEFENCE CORPS.

ADMINISTRATIVE ORDERS.

Orders for Artillery Company by Capt. J. H. W. Armstrong, R.D.

Details of Duties for October are posted on the notice board at Headquarters.

Orders for Engineer Company by Captain W. Russell.

25th September to 5th October, 1917: Nightly E. L. Manning at Belchers and Lyceum as per Rosters posted at Headquarters.

PARADES.

Engine drivers 4.45 p.m.; Electricians 6.00 p.m. from 1st October.

OFFICERS ON DUTY.

Lieutenant, 2nd Lieut. Hill, Stonecutters, 2nd Lieut. Marley, Belchers, Captain W. Russell, O. J. D.E.L.

INSTRUCTIONAL CLASSES.

Will be held at Belchers at 8.00 p.m. on Tuesday and Thursday, under Sergeant Major Overland, R.E., Staff Sergeant Parsons, R.E., Corp. Day and 2nd Corp. Norris, H.K.D.C.

Orders for Infantry Battalion by Major H. A. Morgan.

PARADES.

THURSDAY 4th October: 5.30 a.m. Annual Musketry Course at King's Park Range for N.C.O.s and men who fired on the morning of 1.10.17.

4.45 p.m. "A" Company, No. 1 Platoon, Nos. 3 and 4 Sections, at King's Park Range. Annual Musketry Course. Dress, Drill Order with two small pouches.

4.45 p.m. "B" Company, (Taikeo Section) 12 men to be detailed hereafter, at Taikeo Range. Annual Musketry Course. Dress, Drill Order with two small pouches.

Office in Charge, 2nd Lieut. R. Sutherland. Machine Gun Company (Hongkong Detachment), at Headquarters. Dress, clean fatigue.

5.30 p.m. Mounted Section at Jockey Club Stables. Dress, Drill Order.

5.30 p.m. Signalling Section "B" and "C" classes (except Right Half Section) at Headquarters. Dress, clean fatigue.

5.30 p.m. New members of "D" Company joined since 1. 10. 17, at Headquarters. Lecture on Care of Arms, Mechanism and Aiming Instruction by Corp. Edmonds.

FRIDAY 5th Oct.: 4.45 p.m. "A" Company, No. 3 Platoon, N. C. O.s and men as detailed by Lieut. Blason, at King's Park Range. Annual Musketry Course. Dress, Drill Order with pouches.

4.30 p.m. Recruits of all units (except "D" Company) on Murray Parade Ground, under C.S.M. Mitchell, Corp. Edmonds, and Menzies. Dress, Drill Order.

5.30 p.m. Signalling Section "A" Class (except Right Half Section) at Happy Valley station work. Dress, Clean Fatigue.

5.30 p.m. "B" Company will parade as follows for inspection of Arms, Ammunition and Kit.

Nos. 3 and 7 Platoons (except Taikeo Sections) at Headquarters.

No. 8 Platoon, at Kowloon Dock. Taikeo sections, at Taikeo Dock.

All exempted men will attend. Dress, Marching Order, with 150 rounds ball ammunition.

5.30 p.m. Signalling Section (Right Half Section) on Murray Parade Ground. Squad Drill and Rifle Exercises.

MUNICIPIAL.

N.C. and men will not fire on Classification Ranges until they have completed their Tests of Elementary Training. N.C. and men who have not completed these Tests will attend at Headquarters on Tuesday, 3rd Oct. at 6.30 p.m. Dress, Drill Order with two pouches, or two buff pouches.

On duty 7th, 9th, 10th and 11th October: "A" Company.

On duty 11th, 12th and 13th October: "B" Company.

On duty 14th, 15th and 16th October: "C" Company.

On duty 17th, 18th and 19th October: "D" Company.

On duty 20th, 21st and 22nd October: "E" Company.

On duty 23rd, 24th and 25th October: "F" Company.

On duty 26th, 27th and 28th October: "G" Company.

On duty 29th, 30th and 31st October: "H" Company.

On duty 1st, 2nd and 3rd November: "I" Company.

On duty 4th, 5th and 6th November: "J" Company.

On duty 7th, 8th and 9th November: "K" Company.

On duty 10th, 11th and 12th November: "L" Company.

On duty 13th, 14th and 15th November: "M" Company.

On duty 16th, 17th and 18th November: "N" Company.

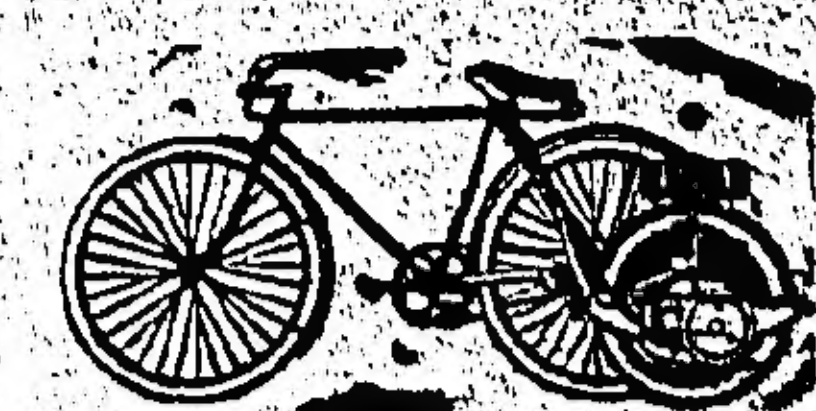
On duty 19th, 20th and 21st November: "O" Company.

On duty 22nd, 23rd and 24th November: "P" Company.

On duty 25th, 26th and 27th November: "Q" Company.

On duty 28th, 29th and 30th November: "R" Company.

"SMITH" MOTOR WHEELS.



Price \$130.00

Price \$130.00

Latest Models just arrived:

ALEX. ROSS & Co.,

4, Des Vaux Road, HONGKONG.

TEL. 27.

WEATHER REPORT.

October 3d. 11h. 55m. - No returns from Japan and Vladivostok. Pressure has increased slightly in the vicinity of Hongkong, and decreased slightly elsewhere.

A weak anticyclone is probably central over S. Japan, and an area of relatively low pressure extends from Annam across the Visayas to the Pacific.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 77.64 inches, against an average of 67.46 inches.

Forecast for the 24 hours ending at noon on the 4th October: -

1. - Hongkong to Gap Rock: E. winds, fresh to moderate; fair to cloudy, some rain.

2. - Formosa Channel: N.E. winds, moderate.

3. - South coast of China between Hongkong and Lamook: The same as No. 1.

4. - South coast of China between Hongkong and Hainan: The same as No. 1.

OFFICIAL NIGHTS FOR OCTOBER.

The following table shows the Standard Time at which Official Night ends and begins during the month of Oct. 1917:

Date.	Ends.	Begins.
Oct. 3rd.	8.3 a.m.	8.31 p.m.
4th.	8.3 a.m.	8.29 "
5th.	8.3 a.m.	8.19 "
6th.	8.3 a.m.	8.18 "
7th.	8.3 a.m.	8.17 "
8th.	8.3 a.m.	8.16 "
9th.	8.3 a.m.	8.15 "
10th.	8.3 a.m.	8.14 "
11th.	8.3 a.m.	8.14 "
12th.	8.3 a.m.	8.13 "
13th.	8.3 a.m.	8.12 "
14th.	8.3 a.m.	8.11 "
15th.	8.3 a.m.	8.10 "
16th.	8.3 a.m.	8.9 "
17th.	8.3 a.m.	8.8 "
18th.	8.3 a.m.	8.7 "
19th.	8.3 a.m.	8.6 "
20th.	8.3 a.m.	8.5 "
21st.	8.10 a.m.	8.5 "
22nd.	8.11 a.m.	8.5 "
23rd.	8.11 a.m.	8.2 "
24th.	8.12 a.m.	8.2 "
25th.	8.12 a.m.	8.2 "
26th.	8.12 a.m.	8.1 "
27th.	8.12 a.m.	8.1 "
28th.	8.13 a.m.	8.1 "
29th.	8.14 a.m.	8.1 "
30th.	8.14 a.m.	8.0 "
31st.	8.15 a.m.	5.59 "

EXCHANGE.

Hongkong, October 3, 1917.

On London: Bank Wire ... 2/10 1/2

On demand ... 2/10 1/2

On New York: Bank Wire ... 41 1/2

On demand ... 41 1/2

On Bombay: Bank Wire ... 63 1/2

On demand ... 63 1/2

On Shanghai: Bank Wire ... 122 1/2

On demand ... 122 1/2

On Yokohama: Bank Wire ... 127 1/2

On demand ... 127 1/2

On Hongkong: Bank Wire ... 128 1/2

On demand ... 128 1/2

On Canton: Bank Wire ... 129 1/2

On demand ... 129 1/2

On Hankow: Bank Wire ... 130 1/2

On demand ... 130 1/2

On Tientsin: Bank Wire ... 131 1/2

On demand ... 131 1/2

On Peking: Bank Wire ... 132 1/2

On demand ... 132 1/2

TO LET.

TO LET. 4 "BASILIX" Lyttelton Road, 4 Roomed House with Servants Quarters.

Apply to: Messrs. LOWE, BINGHAM & MATTHEWS, Chartered Bank Buildings, Hongkong, August 25, 1917. 2057

TO LET.

IMMEDIATE ENTRY, four very desirable SHOPS situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to the Manager, Hongkong Ice Co., Ltd., 49 Connaught Road Central, Hongkong, August 25, 1917. 2058

TO LET.

A FLAT in Nathan Road, Kowloon. Four roomed houses in Kowloon.

Apply to: HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings, Hongkong, August 25, 1917. 2059

TO LET.

OFFICES at 2 Connaught Road Central. OFFICES in King's Buildings, ROUSES in Norton Terrace and Wong-nai-cheng Road.

BOUSES on Shamshau Canton. Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

POST OFFICE NOTICES.

Letters franked at the 4 cents rate addressed to Yunnan and Mengtsa and other places in the Province of Yunnan should be superscribed with the words: "For delivery by the Chinese Post Office."

The Parcel Post service to Aden (except in respect of parcels for military and naval addresses) has been suspended.

Mails for Europe via Suez are despatched as opportunity offers but only correspondence specially marked is forwarded by that route and no particulars of such mails can be given.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco, cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

OUTWARD MAILS.

Registered and Parcel mails close 15 minutes earlier than the time given below, unless otherwise stated.

LOCAL AND REGULAR MAILS.

OUTWARD. FOR WEEK-DAYS SUNDAYS & HOLIDAYS.

Tai O ... 5.00 P.M.

Tai Po ... 10.00 A.M. 9.30 A.M.

Ching Chow ... 7.30 A.M. 6.30 P.M.

Shataukok ... 4.00 P.M.

Shingchi ... 4.00 P.M.

Aborodon ... 4.30 P.M.

Canton ... 7.30 A.M. 5.00 P.M.

Wanchow ... 7.30 A.M. 5.00 P.M.

Macao ... 7.15 A.M. 5.00 A.M.

Kowloon ... 6.00 P.M. 6.00 P.M.

Namoi ... 6.00 P.M. 6.00 P.M.

Shanghai ... 10.00 A.M. 6.00 A.M.

Shanghai ... 6.00 P.M.

HONGKONG MARKET PRICES.

Butcher Meat.

Best Sirloin - Mei Lung Pa ... 10

Prime Cuts ... 11

Cornd - Ham Ngau Yuk ... 20

Boast - Shin ... 20

Brust - Ngau Nam ... 15

Soup - Tong Yuk ... 16

Steak - Ngau Yut Pa ... 20

Steak Sirloin - Ngau Lan ... 30

Sauages - Ngau Cheung ... 16

Bullock's Brains - Ngau No per set ... 9

Tongue, fresh - Ngau Li each 45 ... 10

Tongue, corned - Ham Ngau Li each 80 cents ... 10

Head - Ngau Tau ... each 80

Heart - Ngau Sam ... lb. 13

Hump, Salt - Ngau Kin ... lb. 18

Beef - Ngau Kank ... each 10

Kidney - Ngau Yiu ... 9

Tail - Ngau Mei ... lb. 13

Liver - Ngau Kank ... lb. 12

Tripe (undressed) - Ngau To lb. 6

Calves Head and Feet - Ngau-tai-tan each ... set \$1.00

Mutton Chop - Young Fat Kwai ... lb. 98

Leg - Young Fat ... lb. 98

Shoulder - Young Fat ... lb. 94

Saddle - Young Fat ... lb. 18

Pigs Chidlings - Chai Chong ... 4

Brains - Chu No ... per set 3

Feet - Chu Kuek ... lb. 14

Fry - Chu Chap ... 20

Head - Chu Tai ... lb. 18

Heart - Chu Sam ... each 10

Kidney - Chu Yiu ... each 10

Liver - Chu Kank ... lb. 10

Pork Chop - Chu Fat Kwai ... lb. 24

Leg - Chu Fat ... lb. 28

Loins - Chu Hau Tau ... lb. 29

Fat or Lard - Chu Yau ... lb. 21

Sheep's Head and Feet - Young Fat Kwai ... set 60

Heart - Young Fat ... each 8

Kidney - Young Fat ... each 12

Liver - Young Fat ... lb. 16

Sucking Pig, to order - Chu Tai ... 20

Suet, Beef - Shang Ngau Yau ... 20

Mutton - Shang Young Fat ... 28

Veal - Ngau Tai Yuk ... 20

Sauages - Ngau Tai Cheung No. 1 ... lb. 20

Lard - Chu Yau ... lb. 18

Vegetables, &c.

Artichokes - Ah Chi Cheuk ... each

Beans, Sprout - Nga Tsoi ... lb. 4

Long - Tau Kok ... 9

Best Root - Hung Tai Tau ... 8

Bitter Squash - Fei Kwa ... 7

Brinjals, Green - Ching Yim Kwa ... 5

Red - Hung Ko ... 5

Cabbages Chinese (common) - Kai Tai ... 8

Shanghai - Ye Tsoi ... 18

Cane Shoots, bunch - Kan Shun ... 10

Cauliflowers (Large) - Ye Tsoi Fa each (Medium) ... 10

Carrots - Kan Shun ... lb. 8

Calery, Chinese - Tong Kan Tsoi ... 8

Children, Dried - Kon Lat Chiu ... 25

Red - Hung Fa Chiu ... 12

Green - Ching Lat Chiu ... 6

Curry Stalk English - Ka Li Cho Liu ... lb. 10

Cucumbers - Ching Kwa ... each 2

 Gardie - Sun Tai ... lb. 8 || Ginger, young - Sun Tai Keung ... 8 |
| Ginger, old - Lo Keung ... 10 |
| Horseradish, Shanghai - Lik Kan ... 45 |
| Indian Corn - Shui Mai ... each 08 |
| Lettuces - Young Shang Tsoi ... each 1 |
| Water Chestnuts - Ma Tai ... lb. 16 |
| Mandarin - Kwai ... 8 |
| Lam Ma Tai ... 38 |
| Mushrooms, Fresh - Shang Tai Ku ... 38 |
| Okros ... lb. 10 |
| Onions, Bombay - Young Chung Tai lb. 8 |
| Onions, Green - Shang Chung lb. 5 |
| Onions, Shanghai - Shing-hoi Chung Tai ... \$1.20 |
| Parsley - Kun Tsoi ... \$1.20 |
| Potato, Sweet - Fan Shu ... 3 |
| Japanese - Yat Fun Shu Tai lb. 3 |
| American - Ya Kai Shu Tai lb. 3 |
| Pumpkin - Tung Kwa ... lb. 3 |
| Radish - Hung Lo Pak Tai ... 8 |
| Rhubarb (Fresh) - Tai Wong ... 7 |
| Shallots - Kong Chung Tai ... 4 |
| Spinach - Yin Tsoi ... 4 |
| Tomatoes - Fan Ke ... 8 |
| Taro - Wu Tai ... 4 |
| Turnips, Fami, (Long) - Lo Pak ... 4 |
| Vegetable Marrow - Tai Kwa ... 5 |
| Water Cress - Sai Young Tsoi ... 15 |
| Udy rock - Lin Ngau ... 5 |
| Tams - Tai Shu ... 5 |

Fish.

Barbel - Ka Yu ... lb. 28

Brass - Pin Yu ... 18

Catfish - Hot Sin Yu ... 18

Carp - Li Yu ... 22

Codfish - Chik Yu ... 14

Codfish - Mun Yu ... 15

Cray - Hai ... 18

Cuttle Fish - Mak Yu ... 15

Dab - Shu Mang Yu ... 32

Dice - Wong Mai Lap ... 19

Dog Fish - Tai To Shu ... 10

Eels, Conger - Hoi Man ... 14

Fresh water - Tam Shui Yu ... 18

Yellow - Wong Sin ... 34

Frogs - Tin Kai ... 35

Garoupa - Shek Pan ... 44

Gudgeon - Pak Kap Yu ... 17

Herring - Tso Pak ... 22

Halibut - Cheung Kwan Kap ... 22

Labrus - Wong Fa Yu ... 20

Loach - Wu Yu ... 28

Lobster - Lung He ... 28

Mackerel - Chi Yu ... 22

Monk Fish - Mong Yu ... 24

Mullet - Tai Yu ... 16

Oysters - Shang Ho ... 18